VOLVO FH AND VOLVO FH16

Product facts

MORE POWER – LESS FUEL

NEW FEATURES

VOLVO FH

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Manager Accident Research

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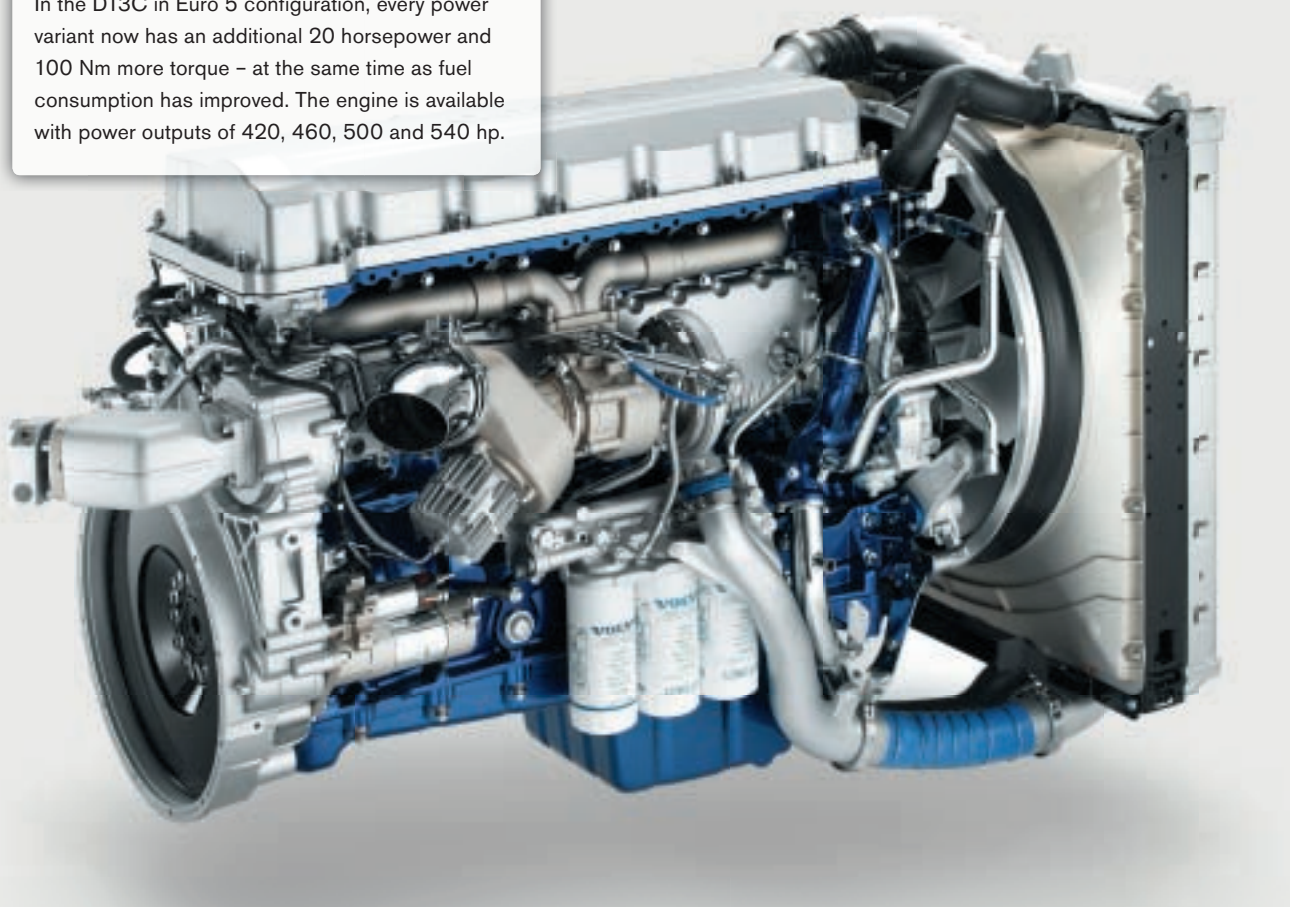
The Volvo FH is the champion on the long routes when it comes to performance, comfort and fuel efficiency. The driveline – in the form of the D13 engine, I-Shift and rear axles with fast ratios – delivers a massive flood of power. Add VEB+ and you have a driveline that maintains your cruising speed – both uphill and down – hour after hour without tiring.

VOLVO FH NEW FEATURES

D13C engine – more power with lower fuel consumption
In the D13C in Euro 5 configuration, every power variant now has an additional 20 horsepower and 100 Nm more torque – at the same time as fuel consumption has improved. The engine is available with power outputs of 420, 460, 500 and 540 hp.



I-Shift
I-Shift with new software provides higher performance. An enhanced I-Roll function saves fuel.

Powertronic
Powertronic with better control system and gearchanging programs. The oil-change intervals have also been extended.

Three-axle Tridem bogie with air suspension and steered tag axle for the very highest bogie weights. 8x4 drive ensures excellent load distribution.

Foglamps and auxiliary driving lamps, or cornering lights, in the lower section. V-shaped position marker lights, LED type. Bi-Xenon lights as an option.

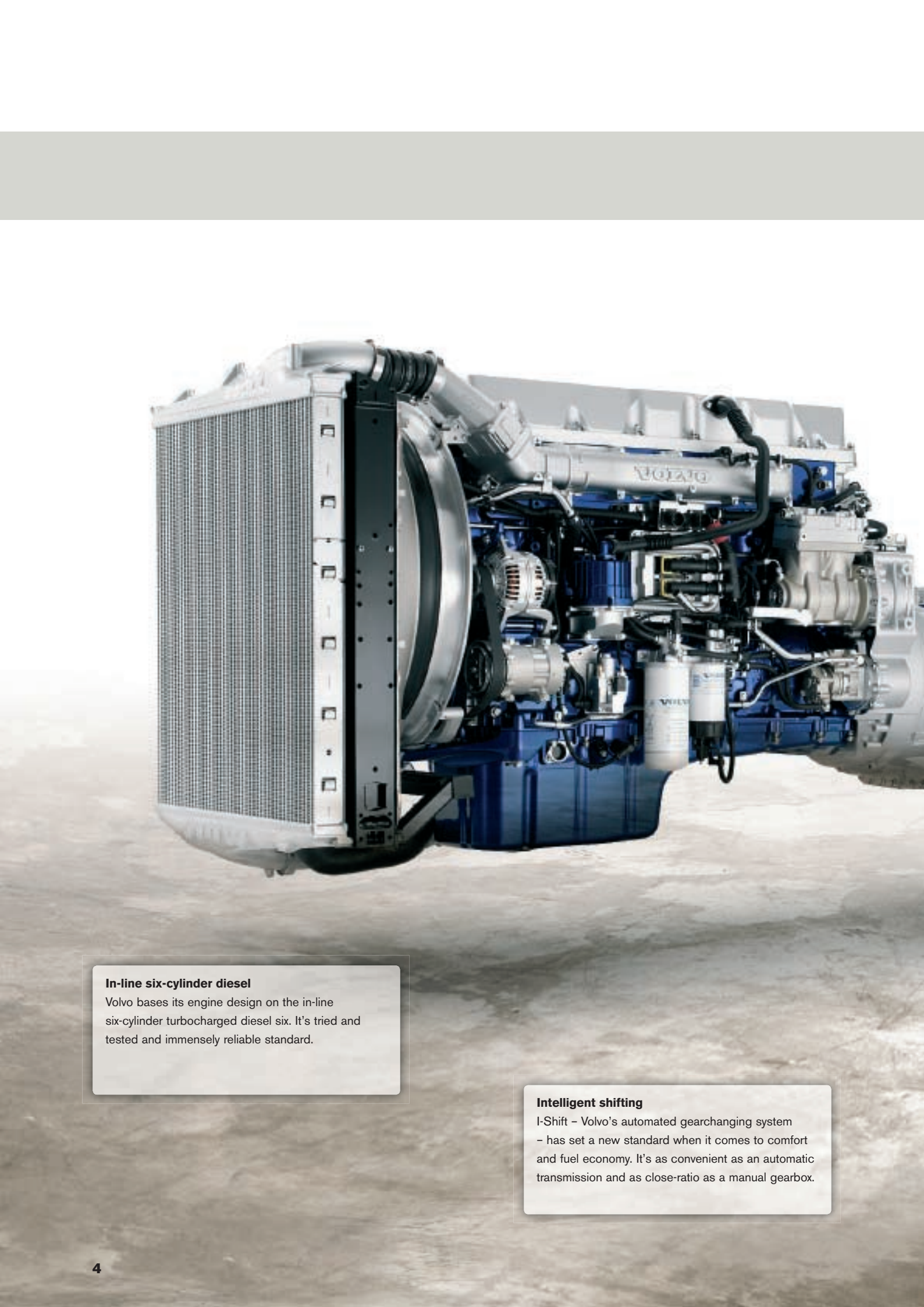
Comfortable bed with broad mid-section. Recline variant has adjustable backrest.

The D13C is available in an EEV-version with even lower emissions of smoke and particulates.

1 Globetrotter sign
2 Sun visor
3 Steel bonnet
4 Upper grille
5 Increased air throughflow
6 Main headlamps
7 Separate foglamps
8 Cornering lights
9 Position-marker lights
10 Lower grille
11 Indicator lights
12 Entry lighting

13 Improved interior lighting
14 Fold-down table
15 Space for refrigerator
16 Bed with adjustable backrest
17 TV preparation kit
18 Pull-out drawers
19 Storage on the sides
20 Relax seat
21 Front shelf
22 Tough interior trim materials
23 Matching interior trim colours
24 Combined instrument
25 Rain sensor for windscreen wipers
26 Steering wheel with leather grip
27 Relocated I-Shift/Powershift lever
28 Box in the middle section
29 Inlay in instrument panel
30 Middle section with cupholder/ashtray
31 Global Audio System

- Upper bed with higher attachment points
- Control panel
- Space for strong-box
- Storage space accessible from outside
- Special introduction paint options



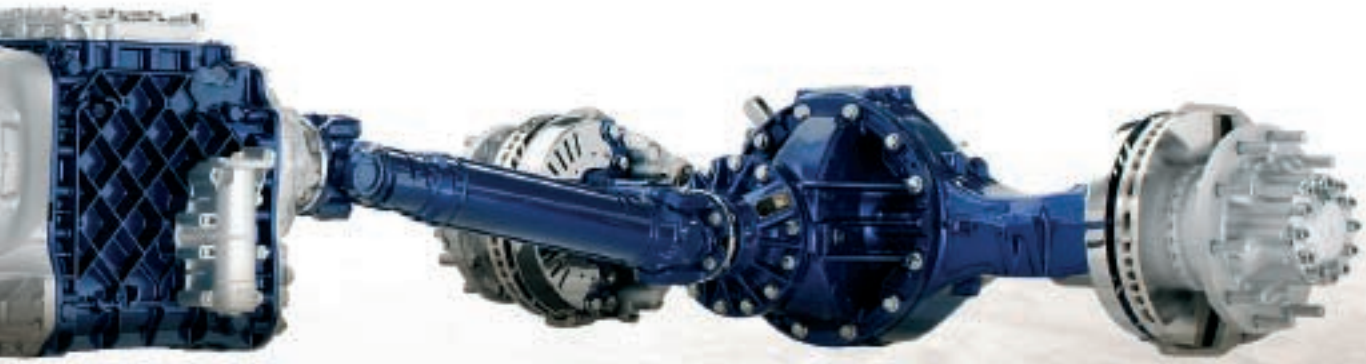
In-line six-cylinder diesel
Volvo bases its engine design on the in-line six-cylinder turbocharged diesel six. It's tried and tested and immensely reliable standard.

Intelligent shifting
I-Shift – Volvo's automated gearchanging system – has set a new standard when it comes to comfort and fuel economy. It's as convenient as an automatic transmission and as close-ratio as a manual gearbox.

DRIVELINE

"The components in the driveline – such as I-Shift and D13 – are developed in parallel. I-Shift offers many customer benefits, among other things lower fuel consumption, lower weight, higher safety and a better working environment for the driver."

Ove Wikström
Product Manager Drivetrain



Efficient power transmission
The power should get down onto the road surface with as little loss as possible. Volvo's rear axles are built for high engine torque, high axle loads and high gross combination weights.

Fast rear axle ratios
Volvo's diesel engines deliver immense pulling power. With higher torque it is possible – without raising engine revs – to fit faster rear axle ratios, which helps lower fuel consumption.

ENGINE

The Volvo FH and FH16 are well-known as durable long-distance cruisers and their engine range is a perfect match for these trucks. With fuel efficiency in focus an entirely new generation of diesel engines certified for Euro 5 – the D13C and D16G – provide the power. What is more, some D13C variants are even classified according to EEV environmental standards.

Here it is driveability that is of prime importance and what characterises Volvo's in-line diesel sixes is that their pulling power is delivered immediately, virtually straight from idling speed. You get a uniform flood of power and maximum torque continues across a wide rev range. These are properties that make the engines fuel-efficient and the transmissions a delight to use.

High reliability and fuel efficiency

When it comes to large displacements and high power outputs, the six-cylinder engine offers clear benefits. With seven main bearings across which to distribute the operating forces, the engines match peak pressure with maximum power delivery.

Volvo's diesel engines are equipped as standard with a turbocharger and intercooler. They feature a single one-piece cylinder head, overhead camshaft and 4 valves per cylinder. Centrally positioned unit injectors result in extremely fast and well-controlled injection with symmetrical distribution of the fuel in the combustion chamber.

Increase average speed with VEB+

With Volvo's patented VEB+ you get high and uniform braking power without any fading. Since VEB+ covers the engine's entire rev range, you can handle most of the truck's braking needs with the engine brake.

VEB+ delivers extremely high braking effect – 375 kW with the D13C and 425 kW with the D16G. When driving in hilly landscape you have good potential for increasing your average speed without affecting driving safety. In practical terms, what it means is that you can remain in a higher gear on downhill gradients.

Engines, brief facts

- **In-line six-cylinder, a highly dependable concept**
- **Fuel-efficient with Volvo EMS and unit injectors**
- **Max torque available across a wide rev range**
- **VEB and VEB+, highly efficient engine brakes**
- **Timing mechanism at the rear permits high power take-off outputs**
- **Meet emission requirements according to Euro 5/EEV with SCR exhaust aftertreatment.**

More power with lower fuel consumption

The D13C offers higher power and more torque – and the results can be seen in terms of improved driveability. What is more, the new engine meets a higher emission standard with improved fuel efficiency. Each power variant has an additional 20 horsepower and 100 Nm more torque. The new driveline – D13C in combination with the I-Shift transmission – has the potential to cuts fuel consumption by 3% compared with its predecessor.

Wider rev range and better driveability

The long stroke provides raw power from low revs and the torque band spans across a wide rev range. The D13C delivers maximum torque from just 1000 rpm and maximum power is available all the way to 1900 rpm. Extension of the rev range has made the engine even more flexible, further benefiting driveability.

The D13C is available with power outputs of 420, 460, 500 and 540 hp for Euro 5. In addition, the engine is also available in an EEV (Enhanced Environmental friendly Vehicles) version producing 420, 460 and 500 hp, with even lower emissions of smoke and particulates.

TRANSMISSION

I-Shift combines the best characteristics of the manual gearbox and the automatic transmission and makes the end result into something entirely new. Basically, I-Shift is a 12-speed electronically controlled splitter/range gearbox designed for automated gearchanging.

The new I-Shift is a refinement of our highly appreciated automated gearbox. It has now been upgraded to match the increased performance of the new engine range as well as introducing a further fuel saving potential and even more built-in intelligence to support the driver.

Changes quickly and with brief interruptions in torque delivery

With 12 gears at hand, I-Shift has far more ratios available than a traditional automatic transmission does. The advantage is that I-Shift has more close-set ratios and is more fuel-efficient. Thanks to the fast-acting gearchanging system, engine torque is maintained even in difficult operating conditions.

Further developed software

I-Shift optimises gears to suit application area and driving conditions. By complementing I-Shift with a program package for long haul or heavy duty operations, for instance, the efficiency rating and comfort levels improve still further. The gearchanging programs are tailored to the specific conditions of each operation. Enhanced I-Roll offers further fuel savings.

Lets the driver focus on driving

With I-Shift, the driver can focus on driving and on the surrounding traffic. However, it is still possible to change gears manually. Simply pull the gear lever to the manual setting and then change up or down using the button on the side of the gear knob. The truck has no clutch pedal and gear engagement and disengagement are entirely automatic.

”… I-Shift offers many customer benefits …”

Ove Wikström
Product Manager Drivetrain

Manual gearboxes

Volvo's gearboxes are convenient to operate since the gear lever is vibration-free thanks to wire control. The gearbox range includes a 14-speed splitter and range-change unit, with or without overdrive. A wide ratio span offers high starting traction while permitting high average speeds. Several improvements in the latest gearbox generation have cut noise levels still further.

Powertronic

In the new Powertronic, the control system and gearchange programs have been further refined, at the same time as the transmission benefits from considerably longer oil-change intervals. The Powertronic fully automatic 6-speed planetary transmission has been developed for heavy transport duties. A built-in torque converter amplifies the power, resulting in very high starting traction. Direct drive in all gears aids fuel economy. There are two driving modes – Economy and Performance – with different gearchanging programs.

I-Shift, brief facts

- **New option: Enhanced Performance – Bad Roads**
- **Splitter and range with 12 ratios**
- **Available with and without overdrive**
- **Dimensioned for high gross combination weights**
- **Program packages to suit different transport duties**
- **I-Cruise – Fuel saving option for long haul**

REAR AXLE

The task of the rear axle is to transfer drive to the road surface as efficiently and with as little drive loss as possible. Low frictional losses and well-matched fast rear axle ratios are the main factors that benefit fuel consumption.

Volvo's rear axles have been built to handle the rough stuff. They are made of sturdily dimensioned components to deal with the extreme loads and stresses to which a rear axle is subjected. There are variants that can transfer engine torque of up to 3150 Nm and can haul gross combination weights way in excess of 100 tonnes.

The rear axle range is wide – it encompasses solo and tandem axles, with single or hub reduction. All the rear axles have a differential lock that enhances get-you-there ability when the road surface is slippery or icy. The tandem axles also have a differential lock between the axles.

Large selection of ratios

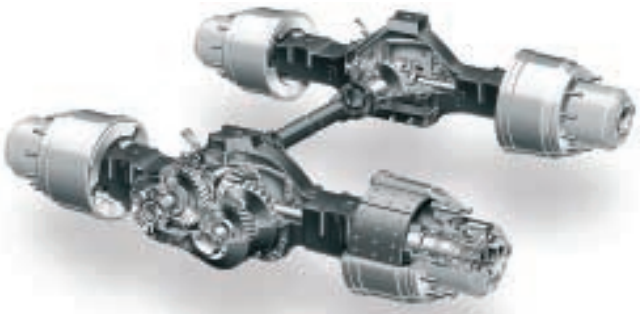
The rear axle casings are made of nodular iron make for a compact construction that offers high ground clearance. All the wheel bearings are maintenance-free unitary units.

Rear axles, brief facts

- **Low frictional losses**
- **Cast rear-axle casings**
- **Maintenance-free wheel bearings**
- **Differential lock as standard**
- **Large selection of ratios**

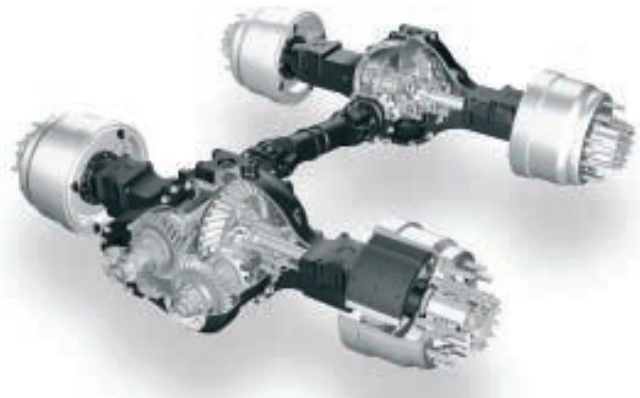
All the rear axles are available with a wide selection of ratios. Both to ensure starting and hill-climbing ability and also to match the engine's economy range when cruising.

RT3210HV

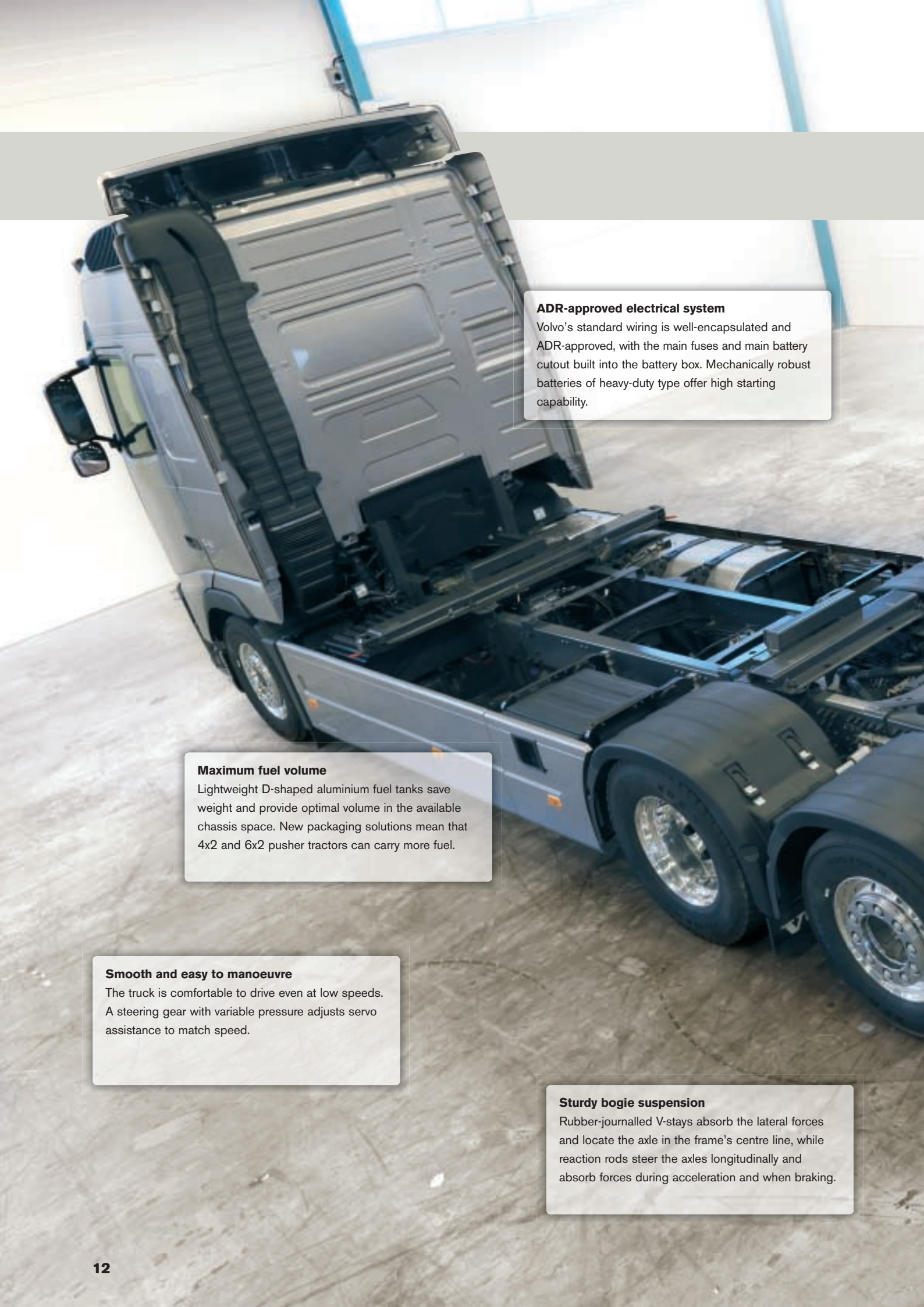


The tandem axle with hub reduction has been developed for the heaviest and most demanding haulage operations with high gross combination weights. Dimensioned for engine torque of 3150 Nm and a bogie weight and gross combination weight of 32 and 100 tonnes respectively.

RTS2370A



A single-reduction tandem axle that is intended for demanding operations even under difficult road conditions. Dimensioned for engine torque of 3150 Nm and a bogie weight and gross combination weight of 23 and 70 tonnes respectively.



ADR-approved electrical system
Volvo's standard wiring is well-encapsulated and ADR-approved, with the main fuses and main battery cutout built into the battery box. Mechanically robust batteries of heavy-duty type offer high starting capability.

Maximum fuel volume
Lightweight D-shaped aluminium fuel tanks save weight and provide optimal volume in the available chassis space. New packaging solutions mean that 4x2 and 6x2 pusher tractors can carry more fuel.

Smooth and easy to manoeuvre
The truck is comfortable to drive even at low speeds. A steering gear with variable pressure adjusts servo assistance to match speed.

Sturdy bogie suspension
Rubber-journalled V-stays absorb the lateral forces and locate the axle in the frame's centre line, while reaction rods steer the axles longitudinally and absorb forces during acceleration and when braking.

CHASSIS

"With a wide and flexible range of chassis to suit different needs, together with strength and comfort of world class, we offer the customer all the preconditions needed for high productivity and good profitability."

Jonas Odermalm
Product Manager Chassis

Several tag axle variants
Tag axles are available in three configurations – fixed with single or twin wheels, passively steered or actively steered. A pusher axle is available in fixed or actively steered configuration with single wheels.

Tridem
Three-axle bogie with air suspension and steered tag axle. The Tridem bogie offers improved axle load distribution, while the steered tag axle combined with a short wheelbase means the truck is particularly easy to manoeuvre.

Flexible chassis packaging
Flexible chassis packaging with considerable choice for positioning of battery and tanks. You can specify an entirely free frame side for the body.

CHASSIS RANGE

The Volvo FH chassis range is very generous, with a huge variety of drive configurations, chassis heights and wheelbases. There is also a wide selection of suspension systems and bogies, with air suspension or leaf springs, to choose between. The enhanced bogie and front axle range offers plenty of capacity for handling high payloads. A Tridem bogie is available for the highest gross weights.

One of the goals of Volvo's chassis development is to maximise payload. The modular structure means that tractor and rigid chassis share the same basic components. There is thus considerable scope for tailoring the chassis to suit your own transport requirements.

Best comfort with air suspension

ECS (Electronic Controlled Suspension) air suspension system with four bellows per axle provides virtually parallel lift and reduces the risk of kick-back into the cab while driving. The manual height-control system makes cargo handling easier. Switching of demountable load platforms is faster and you can easily adjust platform height to match the height of the loading bay's platform.

Fast-reacting EBS disc brakes

Volvo's EBS disc brakes (Electronically controlled Brake System) are characterised by high braking effect combined with heat-resistant disc installation. Electronic control provides an extremely fast response and short braking distance. EBS is available in the Medium and High program packages.

ESP brakes each wheel individually

The Electronic Stability Program is included in EBS High for all tractors and is now also available on rigids with the 6x2 air suspended RADT bogie. The system permits more uniform braking with the possibility of redistribution of braking forces between the axles and wheels.

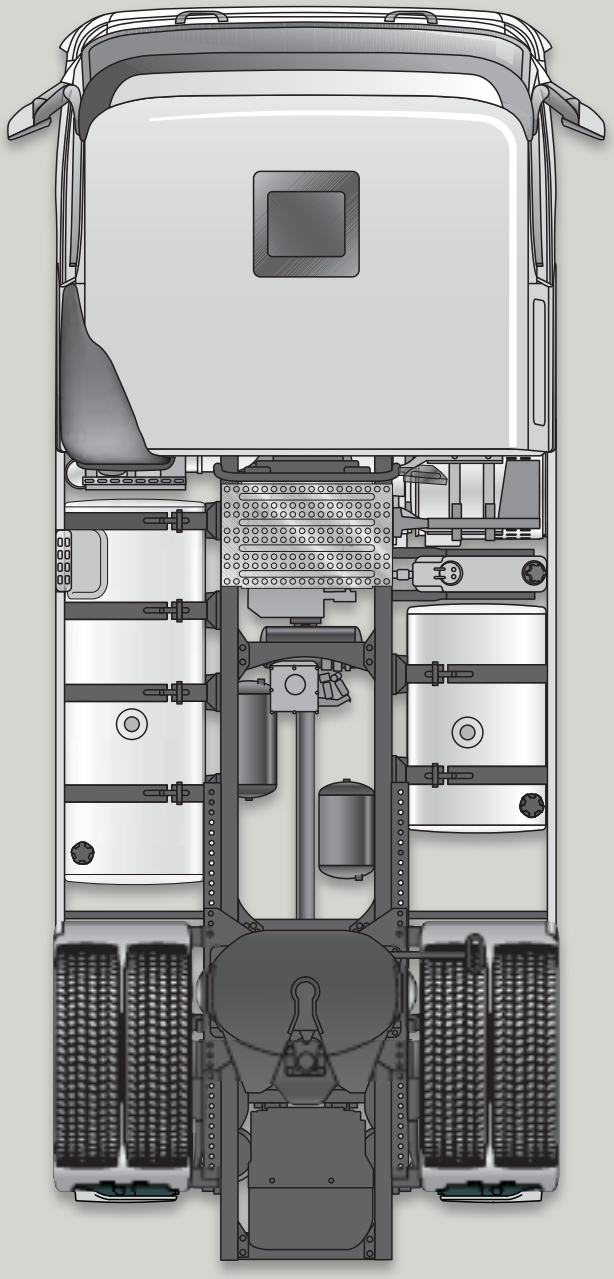
Rear battery box for better weight distribution

A rear-mounted battery box is available as a variant for tractors with rear air suspension. This solution provides more space on the chassis frame and offers considerable flexibility when it comes to tank installation and other chassis mounted equipment. The load on the front axle is lower, which is an advantage from the perspective of weight distribution.

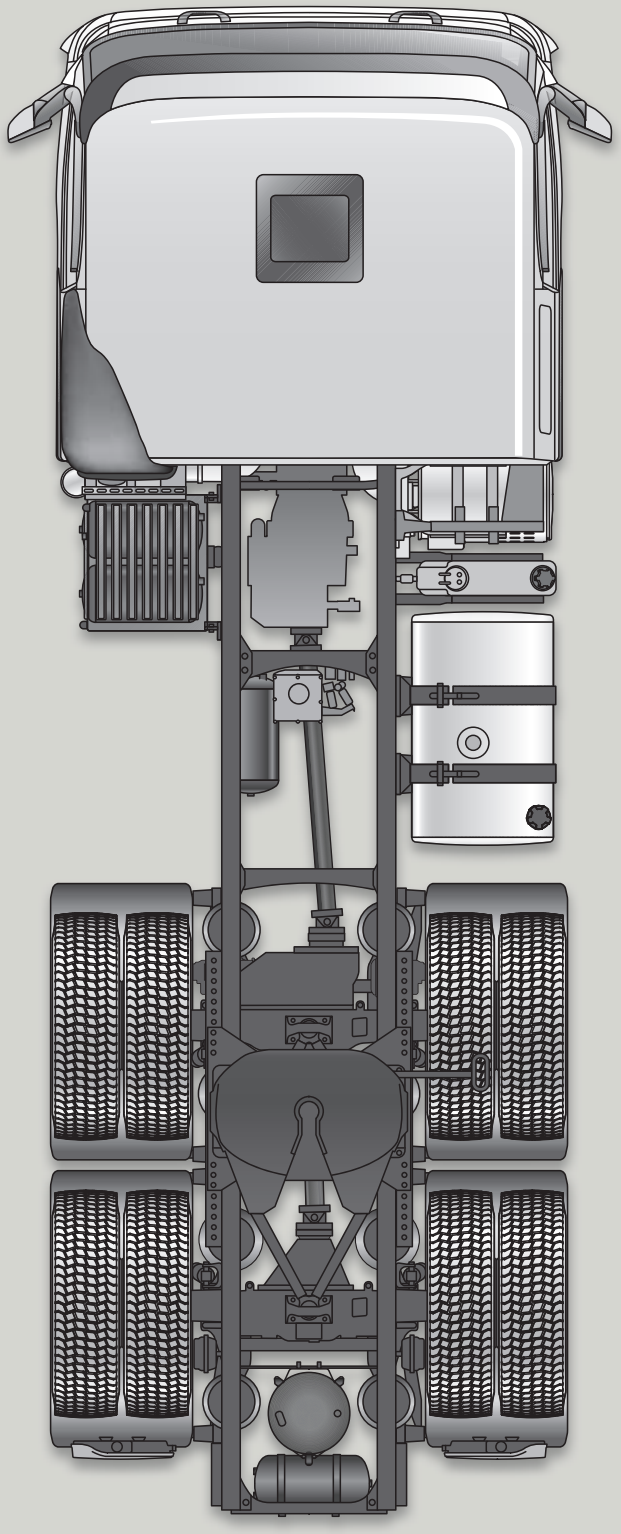
Greater fuel capacity for tractors

New chassis packaging with space for larger tanks means up to 1480 litres of fuel capacity for a 4x2 tractor.

Volvo FH 4x2 Tractor



Volvo FH 6x4 Tractor



CAB

"I think the simplicity of the design and the refined treatment of details expresses confidence and quality. The design also hints at the phenomenal power and efficiency of the new Volvo FH."

Asok George
Chief Designer Exterior

Better all-round vision in the dark
The new static cornering lights give the driver far better visibility up close. Available as an accessory.

Clean new design
Grille and badge with a distinctive new appearance, and sun visor with improved function. The Globetrotter sign too has a modern new design and it incorporates space for auxiliary driving lamps.

Safety at heart
Safety cage made of high-strength steel with a structure that creates a sturdy frame around the cab's occupants. FUPS (Front Underrun Protection System) is standard and is integrated into the chassis construction.

Low fuel consumption
The FH cabs slice through the air and their wedge shape ensures optimum aerodynamic performance. The steeply raked windscreen and well-rounded corners also help minimise air drag.

Comprehensive airflow package
Airflow panels for the roof and sides individually tailored for each respective cab are available for the entire cab range. Aerodynamically designed wheel covers further reduce air resistance.

Dampers and four-point suspension
Well-insulated cabs with four-point suspension and coil or air springs minimise the risk of shaking and vibration penetrating through to the cab.

CAB RANGE

No matter which version you choose from the Volvo FH range, you get a cab that in every single respect is designed to give you maximum comfort and pleasure. Globetrotter has been a well-known name in truck circles for the past twenty years. It is Volvo's comfort cab with interior standing height, designed to make the driver's job as comfortable as possible on long-distance operations.

Day cab
Comfortable and quiet and has a low engine compartment cover. Driver's area with new instruments and all the controls within convenient reach for total control.

Sleeper cab
Quiet and well-insulated and offers comfortable overnight accommodation. Generous sleeping space for one and the possibility of an upper bed too. The interior has undergone a major update. Even though interior space for the driver has increased, so too has storage capacity increased by 14 litres.

Globetrotter cab
Unmatched convenience and comfortable overnight accommodation for two. The Globetrotter cab offers standing height and extra storage space higher up. The Globetrotter was introduced in 1979 and has served as the benchmark ever since.

Globetrotter XL cab
Optimum comfort for two. The Globetrotter cab with extra standing height offers generous sleeping accommodation, standing height, lots of interior space and good storage capabilities under the bed. This year's updates, which include a new bed, make it more comfortable than ever before.

Day cab (L1EH1)

Sleeper cab (L2H1)

Globetrotter cab (L2H2)

Globetrotter XL cab (L2H3)

INTERIOR

When you sit in the new Volvo FH cab, you notice how much more spacious it feels. We've focused considerably on creating an interior with more room, better lighting and more intelligent storage possibilities. In this cab you should be able to both work more effectively and live more comfortably.

All the controls are positioned within convenient reach on the gently curved instrument panel. In the centre is a new combined instrument featuring an AdBlue gauge and a large, clear black and white driver information display.

The windscreen wipers with rain sensor is available as an option. It is easy to set the required degree of sensitivity via a rotary control on the stalk. Choose between air conditioning with manual or automatic control, or conventional fan ventilation. Draught-free ventilation via several vents. The air is cleaned by a filter before it enters the cab.

Driver's seat for long trips

An ergonomically designed driver's seat with firm padding provides plenty of support. With air suspension adapted to suit your body weight, you sit in perfect comfort. Electrical heating and ventilation in the seat cushion and backrest are additional options. The redesigned gear lever for the I-Shift and Powertronic transmissions has been moved further away from the seat for more convenient operation.

High safety level

An elegant new safety steering wheel with leather trim is available as an option. Height and angle can be easily adjusted via a foot-pedal and it also folds out of the way to permit more convenient entry. The steering wheel can be specified with built-in controls for the audio system and GSM phone.

Inertia-reel seat belts with separate sensors that monitor sudden movements by both the vehicle and the belt itself. A seat belt that is integrated with the seat itself so it is always properly positioned across your body is available as an option. An SRS airbag can be specified on the driver side.

Interior, brief facts

- **Ergonomically designed driver's seat available with air suspension**
- **Dampened interior lighting with several light sources**
- **Red night-light does not interfere with vision in the dark**
- **Fan ventilation, ACC or ECC**
- **Windscreen wipers are available with a rain sensor**
- **Global Audio System in three powerful variants**
- **Exceptional storage capacity: 459 litres in the Globetrotter XL**
- **Pull-out drawers, 60 and 40 litres, under the bed**
- **Bed with broad mid-section and adjustable backrest**
- **Relax swivelling passenger seat as an option**

INTERIOR

DRIVER SUPPORT SYSTEM

A Volvo truck should be as comfortable and safe to drive as possible. Volvo has therefore developed several driver support systems whose aim is to assist the driver in his job. They are part of the truck's active safety and they are there to minimise the risk of road accidents.

Warns of potential side collision

LCS (Lane Changing Support) keeps an eye on the blind spot to the passenger's offset rear that the rear-view mirrors cannot cover. When the driver operates the turn signal indicator and intends to change lanes, the LCS system's radar unit first checks whether there is a vehicle in the blind spot. If there is, the driver is alerted via a light signal. This system is an optional extra.

Warns of potential lane departure

LKS (Lane Keeping Support) monitors the truck's position on the road and reduces the risk of accidentally driving off the road. The main application area is in long-haul operations on motorways when the truck is driving at a steady speed in monotonous environments. The LKS video system is an option and it comes to the driver's aid when he shows signs of distraction, tiredness or lack of concentration.

Alert when tired

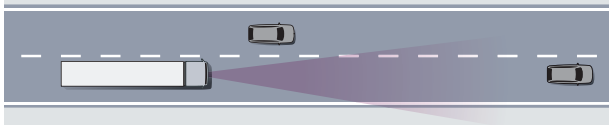
DAS (Driver Alert Support) monitors parameters such as steering wheel and pedal movements. A video camera on the inside of the windscreen reads off the road's centre and edge markings and an on-board computer compares the driver's steering wheel movements with the road markings. When the driver starts weaving with the steering wheel, DAS alerts the driver both via an acoustic signal and by flashing an indication in the driver information display. This system is an option with LKS.

Active cruise control that maintains a steady distance

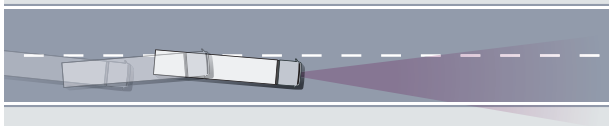
ACC (Adaptive Cruise Control) is an active cruise control system that makes it easy to blend into the traffic rhythm and keep a constant safe distance behind the vehicle in front. The radar-based ACC system is available as an option and it maintains a constant distance to the vehicle in front through automatic operation of the accelerator and brakes. The radar sensor is entirely new and has improved detection capabilities.

Lane Changing Support

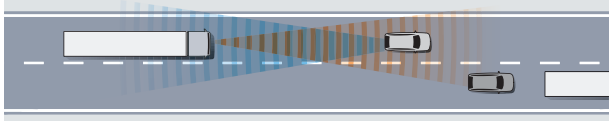
Lane Keeping Support



Driver Alert Support



Adaptive Cruise Control



VOLVO FH16

With 700 hp and 3150 Nm, the Volvo FH16 beats all comers. This truck is without doubt the champion of the heavy haulage scene. Whether we are talking pulling power, engine braking or cab comfort, it leaves the competition behind. The Volvo FH16 is at its happiest hauling high maximum loads in hilly terrain.

The cab's modern new appearance truly matches the machine's capability. The silver-coloured grille radiates power and shows who leads the way. Among the new exterior features are an improved sun visor, new headlamps and new turn signal indicators. Sober metal mouldings create a smart frame and considerably boost the truck's exclusive appearance.

On the inside the Volvo FH16 has received a comprehensive facelift. More comfortable beds, swivel passenger seat, smarter storage and improved interior lighting enhance the class-leader's comfort still further. The special colour scheme of the interior – a purple-blue nuance and contrasting bronze – is echoed in all the fabrics, upholstery and steering wheel to further reinforce the aura of exclusivity. The instrument panel too has a bronze inlay.

D16G – the most powerful on the market

The brute force of the in-line turbodiesel has been updated to create the D16G, and it meets Euro 5. The D16G is available in three power outputs: 540, 600 and 700 horsepower. These engines are characterised by their unstoppable power delivery all the way. High engine power uphill – and extreme braking power downhill – flatten the gradients and permit high cruising speeds.

The torque floods in directly from start, resulting in exceptional driveability with a steady flow of power. Maximum torque is a massive 2650, 2800 or 3150 Nm depending on engine variant. Bearing in mind the performance on tap and the gross combination weights for which the D16G is built, these are highly fuel-efficient machines.

Long combinations and high gross combination weights

This truck has all the capacity needed to swallow tonnage and streamline long-haul transportation. The Volvo FH16 is the ideal tractor for long-haul duties involving high gross combination weights. It is the perfect choice for the European Modular System with combinations measuring 25.25 metres.

Volvo FH16, brief facts

- **D16G with 540, 600 or 700 hp**
- **Maximum torque 2650, 2800 or 3150 Nm**
- **VEB+ engine brake, output 425 kW**
- **I-Shift or 14-speed split/range**
- **EBS and ESP**
- **Sleeper cab, Globetrotter cab or Globetrotter XL cab**

D16G540	
Max power at 1450-1900 r/min	397 kW
Max torque at 1000-1450 r/min	2650 Nm
D16G600	
Max power at 1500-1900 r/min	441 kW
Max torque at 1000-1500 r/min	2800 Nm
D16G700	
Max power at 1550-1800 r/min	515 kW
Max torque at 1000-1550 r/min	3150 Nm

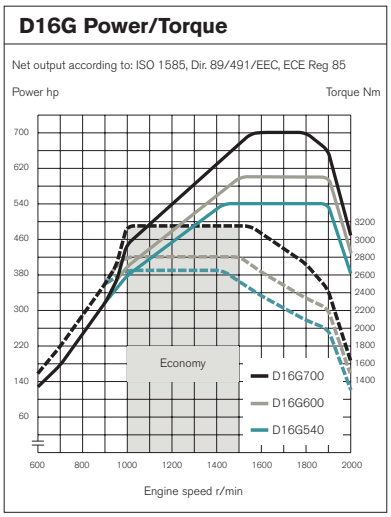
No. of cylinders	6
Displacement	16.1 dm^3
Stroke	165 mm
Bore	144 mm
Compression ratio	16.8:1

Economy revs	1000-1500 r/min
Exhaust braking effect (2200 r/min)	230 kW
Effect – VEB+ (2200 r/min)	425 kW
VEB+ available as an option	
Oil filters, no.	2 full-flow, 1 bypass
Oil change volume, including filter	42 l
Cooling system, total volume	48 l

Engine-mounted power take-off for direct drive of hydraulic pump. Maximum power output with the vehicle at a standstill 1000 Nm or 650 Nm with the vehicle on the move. Ratio 1.26:1.

Oil change interval: Up to 100,000 km, or once a year with VDS4.

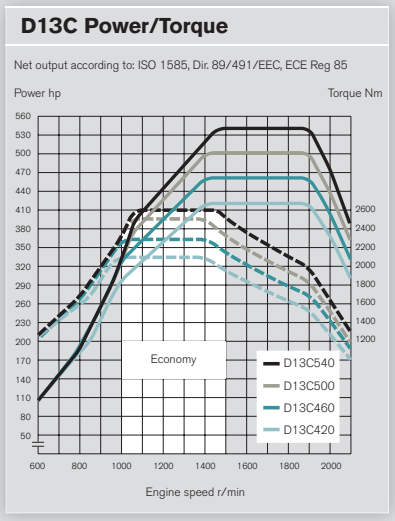
D16G Power/Torque



SPECIFICATIONS – DRIVELINE

ENGINE D13C – EURO 5

D13C Power/Torque

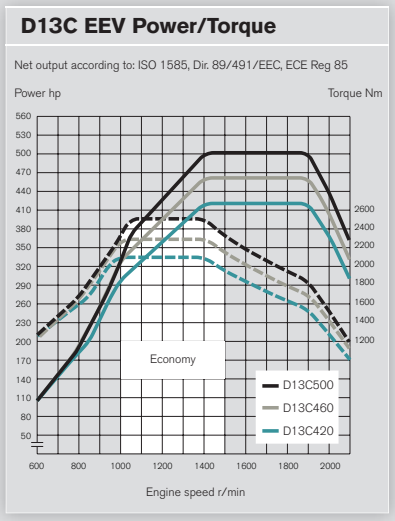


D13C420	
Max power at 1400-1900 r/min	309 kW
Max torque at 1000-1400 r/min	2100 Nm
D13C460	
Max power at 1400-1900 r/min	338 kW
Max torque at 1000-1400 r/min	2300 Nm
D13C500	
Max power at 1400-1900 r/min	368 kW
Max torque at 1050-1400 r/min	2500 Nm
D13C540	
Max power at 1450-1900 r/min	397 kW
Max torque at 1050-1450 r/min	2600 Nm

D13C	
No. of cylinders	6
Displacement	12.8 dm^3
Stroke	158 mm
Bore	131 mm
Compression ratio	17.8:1
Economy revs	1000-1500 r/min
Exhaust braking effect (2300 r/min)	170 kW
Effect - VEB (2300 r/min)	300 kW
VEB is available as an option on the D13C420	
Effect – VEB+ (2300 r/min)	375 kW
VEB+ is available as an option on all D13C engines	
Oil filters, no.	2 full-flow, 1 bypass
Oil change volume, incl. filter	approx 33 l
Cooling system, total volume	approx 38 l

ENGINE D13C – EEV

D13C EEV Power/Torque



Engine-mounted power take-off:
Maximum power output with the vehicle at a standstill 1000 Nm or 650 Nm with the vehicle on the move. Ratio 1.26:1.

Oil change interval: Up to 100,000 km, or once a year with VDS4.

I-SHIFT

I-Shift
Splitter and range gearbox with automated gearchanging system. I-Shift can be fitted from the factory with an oil cooler, power take-off, compact retarder and emergency power steering pump.

AT2412D
12-speed with direct top gear. Dimensioned for engine torque of 2400 Nm and a general GCW approval of 44 tonnes.

AT2612D
12-speed with direct top gear. Dimensioned for engine torque of 2600 Nm and a general GCW approval of 60 tonnes.

ATO2612D
12-speed with overdrive top gear. Dimensioned for engine torque of 2600 Nm and a general GCW approval of 60 tonnes.

AT2812D
12-speed with direct top gear. Dimensioned for engine torque of 2800 Nm and a general GCW approval of 44/52 tonnes.

ATO3112D
12-speed with overdrive top gear. Dimensioned for engine torque of 3150 Nm and a general GCW approval of 60 tonnes.

I-SHIFT

Program packages for I-Shift

Basic – Supplied as standard with I-Shift and gives the gearbox its basic functions.

Distribution & Construction – Tailors the gearbox's work for distribution and construction operations. Features include functions that aid the driver when starting and in close-quarter manoeuvring.

Long Haul & Fuel Economy – Contains intelligent functions that minimise fuel consumption. This makes the program package particularly suitable for long-haul operations.

Heavy GCM Control – Optimises I-Shift for heavy gross combination weights (>85 tonnes).

Explanation of the various functions

Basic Shift Strategy – Automatic selection of the right starting ratio (1st – 6th gear). The choice of starting gear is influenced by gross weight and road gradient.

Performance Shift – Gives faster and gentler changes through intelligent utilisation of the engine brake, the vehicle's clutch and a special transmission brake.

Basic Gear Selection Adjustment – Makes it possible to adjust gear selection via the gear lever's buttons during engine braking in automatic mode.

Gearbox Oil Temperature Monitor – Shows the gearbox oil's temperature in the information display.

Enhanced Shift Strategy – By interacting with EBS and ECS, starting and close-quarter manoeuvring are made easier. Maximises the VEB retarder's braking effect by automatically selecting the right gear so that the engine operates at high revs. When changing gear during engine braking, the wheel brakes are activated to compensate the braking moment.

Launch Control – Optimises gear selection and EBS functions for manoeuvring at low speeds. Among other things, ensures that the "Hill Start Aid" function is only activated on uphill gradients.

I-Roll – Automatic engagement and disengagement of a freewheel function for the purpose of reducing fuel consumption. "I-Roll" is used when neither engine power nor engine braking is needed, for instance on flat roads.

Smart Cruise Control – Interacts with the vehicle's "Brake Cruise" and ensures that the auxiliary brakes are not activated unnecessarily. The freewheel function can thus be utilised to an even greater extent.

Heavy Duty GCM Control – Optimises gear selection for high gross combination weights, 85-180 tonnes, for certain engine/gearbox combinations.

Enhanced PTO Functions – Several functions that make power take-off use easier.

Enhanced Gear Selection Adjustment incl. Kickdown – makes it possible to adjust gear selection via the gear lever's buttons during start and when driving in automatic mode. The kickdown function selects the right gear for maximum acceleration.

Enhanced performance – Bad roads – Several functions that adjust gearchanging and assist starting and driving in poor road conditions and hilly terrain.

I-Shift program package

FUNCTIONS	BASIC	DISTRIBUTION & CONSTRUCTION	LONG HAUL & FUEL ECONOMY	HEAVY* GCM CONTROL
Basic Shift Strategy	o	o	o	o
Performance Shift	o	o	o	o
Basic Gear Selection Adjustment	o	o	o	o
Gearbox Oil Temperature Monitor	o	o	o	o
Enhanced Shift Strategy		o	o	o
Launch Control		o	o	o
I-Roll			o	o
Smart Cruise Control			o	o
Heavy Duty GCM Control				o
Possible options:				
Enhanced PTO Functions	o	o	o	o
Enhanced Gear Selection Adjustment, incl. Kickdown		o	o	o
Enhanced performance – Bad roads		o	o	o

* Only AT2612D and ATO3112D.

Fuel Saving Package

For Volvo FH 4x2 tractor with D13C	
I-Shift Gearbox	o
Software Long Haul & Fuel Economy	o
I-Cruise – Cruise Control*	o
900-litre compressor	o
Gearbox cooler	o
Rear Axle RSS1344C	o

*I-Cruise adjusts the truck's speed at the start of a gradient to avoid unnecessary acceleration. After reaching the top, I-Cruise returns to its set speed. I-Cruise is available for the I-Shift in combination with the D13 engine.

SPECIFICATIONS – DRIVELINE

TRANSMISSIONS

Manual gearboxes

Cable operation – with separate cables for longitudinal and lateral movements – results in short and distinct gear settings. Patented synchromesh with servo function means low gearchanging forces. The gearboxes can be fitted from the factory with a compact retarder, power take-off, emergency power steering pump, oil cooler and oil temperature monitoring.

VT2214B: 14-speed splitter and range gearbox. 4 reverse ratios. Top gear is a direct ratio. Max torque 2200 Nm.

VTO2214B: 14-speed splitter and range gearbox. 4 reverse ratios. Top gear is an overdrive ratio. Max torque 2200 Nm.

VT2514B: 14-speed splitter and range gearbox. 4 reverse ratios. Top gear is a direct ratio. Max torque 2500 Nm.

VTO2514B: 14-speed splitter and range gearbox. 4 reverse ratios. Top gear is an overdrive ratio. Max torque 2500 Nm.

VT2814B: 14-speed splitter and range gearbox. 4 reverse ratios. Top gear is a direct ratio. Max torque 2800 Nm.

VTO2814B: 14-speed splitter and range gearbox. 4 reverse ratios. Top gear is an overdrive ratio. Max torque 2800 Nm.

Clutches

CS43B-O: Dragging single-disc clutch.

CS43B-OR: Dragging single-disc clutch with reinforced lining.

CD38B-O: Dragging twin-disc clutch.

CD40B-O: Dragging twin-disc clutch.

Disc linings in the O range are free from asbestos and lead (O – Organic). The OR variant has a reinforced disc lining (R – Reinforced).

Powertronic

Fully automatic planetary transmission with torque amplifier for the Volvo FH.

PT2606: 6-speed and dimensioned for engine torque of 2600 Nm.

Powertronic's built-in driving programs

Economy – Provides good fuel economy. Gearchanges take place at the most economical revs.

Performance – Used when high engine power output is needed. The transmission changes up at high engine revs.

Manual gearbox

Powertronic

REAR AXLES / POWER TAKE-OFF

Single reduction rear axles

RSS1344C: Solo axle with single reduction of hypoid type. Max torque 2600 Nm. Max axle load 13 tonnes. Max gross combination weight 44 tonnes.

RS1356SV: Solo axle with single reduction of hypoid type. Max torque 2400/2800 Nm. Max axle load 13 tonnes. Max gross combination weight 56/44 tonnes.

RTS2370A: Tandem axle with single reduction of hypoid type. Max torque 3150 Nm. Max bogie load 23 tonnes. Max gross combination weight 70 tonnes.

Hub reduction rear axles

RS1370HV: Solo axle with conical spiral-cut gears and hub reduction. Max torque 3150 Nm. Max axle load 13 tonnes. Max gross combination weight 70 tonnes.

RT2610HV: Tandem axle with conical spiral-cut gears and hub reduction. Max torque 3150 Nm. Max bogie load 26 tonnes. Max gross combination weight 100 tonnes.

RT3210HV: Tandem axle with conical spiral-cut gears and hub reduction. Max torque 3150 Nm. Max bogie load 32 tonnes. Max gross combination weight 100 tonnes*.
*In special applications with limitations for the Volvo FH16 up to 180 tonnes.

Power take-off

There is a wide range of clutch-independent and clutch-dependent power take-offs to drive all sorts of body equipment.

Clutch-independent power take-off

PTOENG-R: Direct-mounted at the rear of the engine for direct drive of a hydraulic pump.

PTPT-D/F: Intended for Powertronic and driven directly by the engine via the torque amplifier housing. DIN connector or connecting flange connection.

Clutch-dependent power take-off

PTR-FL/FH: Connecting flange attachment and low-rev or high-rev.

PTR-D/PTR-DM/PTR-DH: Low/medium/high-rev with DIN-connection for direct attachment of a hydraulic pump.

PTRD-F: High-rev with connecting flange attachment for direct-fitted propshaft.

PTRD-D: High-rev with dual drive. DIN connection front and rear for direct attachment of hydraulic pumps.

PTRD-D1: High-rev with dual drive. Connecting flange attachment at the rear and DIN attachment at the front.

PTRD-D2: High-rev with dual drive rear and single drive front. Two connecting flange attachments rear and one DIN attachment at the front.

REAR AXLES: RATIOS

RSS1344C	RS1356SV	RTS2370A	RS1370HV	RT2610HV	RT3210HV
2.64:1	2.50:1	2.43:1	3.46:1	3.33:1	3.33:1
2.85:1	2.79:1	2.57:1	3.61:1	3.46:1	3.46:1
3.08:1	3.10:1	2.83:1	3.76:1	3.61:1	3.61:1
3.36:1	3.44:1	3.09:1	4.12:1	3.76:1	3.76:1
3.70:1	3.67:1	3.40:1	4.55:1	3.97:1	3.97:1
		3.78:1	5.41:1	4.12:1	4.12:1
		4.13:1		4.55:1	4.55:1
		4.50:1		5.41:1	5.41:1
		5.14:1			7.21:1
		5.67:1			
		6.17:1			

SPECIFICATIONS – CHASSIS

CHASSIS

Chassis heights
X-Low (tractor FH) (approx 810 mm), Low (approx 850 mm), Med (approx 900 mm), High (approx 1000 mm).

Towbars
Centrally mounted, semi-undermounted, undermounted and undermounted towbar for trailer with centre axle. Towbars can be fitted at intervals of 25 mm.

Fifth wheels
Certified installation permits up to 36 tonnes load. An ISO fifth wheel with L-shaped profiles at different heights is included in the range, offering considerable freedom of choice. The flange-mounted fifth wheel is a low-weight variant since it does not require any attachment plate. The fifth wheel's height above the chassis is only about 140 mm.

Fuel tanks
Aluminium or steel tanks in volumes from 150 to 870 litres. Maximum fuel volume with dual tanks is 1480 litres for a 4x2 tractor.

AdBlue tanks
Plastic or stainless steel. Volumes from 36 to 125 litres.

Front axles
FA-LOW: low front axle for x-low, low and medium chassis heights, axle load up to 8 tonnes. FA-HIGH: high front axle for high chassis heights, axle load up to 9 tonnes. Dual front axles – FA-HIGH: Available with 8x2 and 8x4, axle load up to 18 tonnes.

Front axle load
Tractor: 7.1, 7.5, 8, 8.5, 9 tonnes.
Rigid: 7.1, 7.5, 8, 8.5, 9 tonnes.
Rigid – dual front axles: 8x2, 8x4: 16 and 18 tonnes.

Tag axles
Available in three configurations – fixed with single or twin wheels, passively steered or actively steered. Pusher axle – Available in fixed and actively steered variants for both tractors and rigids.

Rear suspension
RAD-L90: 4x2 leaf springs, S-parabolic, axle load 13 tonnes. For single reduction and hub reduction.

RAD-A4: 4x2 air suspension, axle load 11.5/13 tonnes. For single reduction and hub reduction.

Boggi
RADT-AR: 6x2/8x2, parabolic leaf springs with fixed tag axle, bogie load 19/21 tonnes. For single reduction and hub reduction.

RADT-A8: 6x2/8x2, air suspension with fixed, passively or actively steered tag axle, bogie load 18/19/20.5 tonnes. For single reduction and hub reduction.

RADD-BR: 6x4/8x4, parabolic leaf springs, bogie load 21 tonnes. For single reduction and hub reduction.

RADD-TR1: 6x4/8x4, parabolic/conventional leaf springs, bogie load 23/26 tonnes. For single reduction and hub reduction.

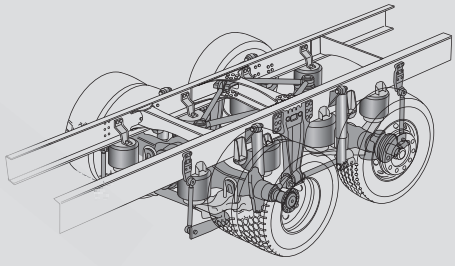
RADD-TR2: 6x4/8x4, conventional leaf springs, bogie load 26/32 tonnes. For hub reduction.

RADD-A8: 6x4/8x4, air suspension, bogie load 21/23/26 tonnes. For single reduction and hub reduction.

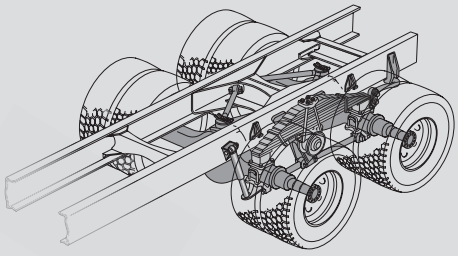
RAPD-A6: 6x2, air suspension with fixed or actively steered pusher axle, bogie load 18/19 tonnes. For single reduction and hub reduction.

RADDT12: 8x4, three-axle bogie with air suspension and steered tag axle, bogie load 24/27/28.5/30.5/33.5 tonnes. For hub reduction.

RADT-A8



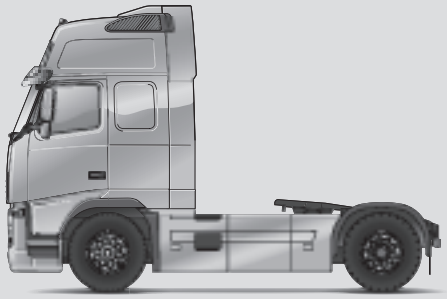
RADD-TR2



DRIVE / CHASSIS HEIGHT / WHEELBASE

Tractor

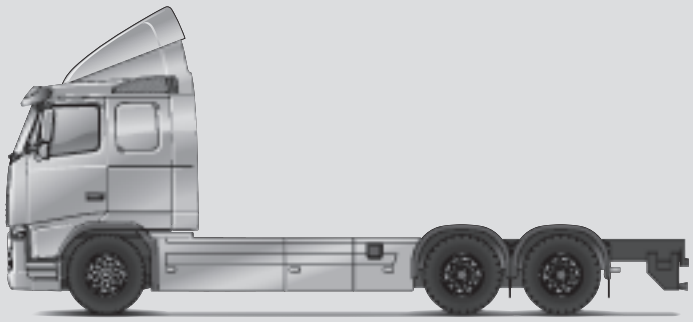
(dimensions in dm)



RAD-L90	High						35	36	37	38		
RAD-A4	High				33		35	36	37	38		
	Med				33		35	36	37	38		
	Low						35	36	37	38		
	X-low						35	36	37	38		
RADT-AR	High			32		34						
RADT-A8	High	28,5	30	32		34			37			
	Med		30	32		34			37			
	Low		30	32		34			37			
RAPD-A6	High									39	41	
	Med									39	41	
RADD-BR	High		30	32				36				
RADD-TR1	High		30	32		34		36				
RADD-TR2	High			32		34		36				
RADD-A8	High		30	32				36				

Rigid

(dimensions in dm)



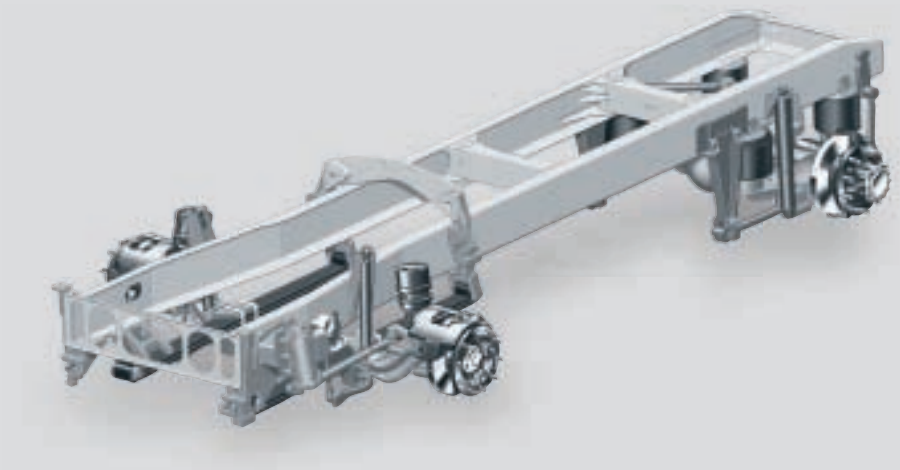
4X2	RAD-L90	High		34	35	37		40		43		46		49		52	56	60										
	RAD-A4	High		34		37		40		43		46		49		52	56	60	63	65	67							
		Med				37		40		43		46		49		52	56	60	63	65	67							
		Low														52	56	60	63	65	67							
6X2	RADT-AR	High		34		37	39			43		46		49		52	56	60										
	RADT-A8	High			35	37	39			43		46	48	49		52	56	60										
		Med			35	37	39			43		46	48	49		52	56	60										
		Low			35	37	39			43		46	48	49		52	56	60										
6X4	RADD-BR	High	32	34		37	39			43		46		49		52	56											
	RADD-TR1	High	32	34		37	39			43		46		49		52	56											
	RADD-TR2	High	32	34		37	39			43		46		49			56											
	RADD-A8	High	32	34		37	39			43		46		49		52	56											
		Med		34		37	39			43		46		49		52	56											
		Low				37	39			43		46		49		52	56											
8X2	RADT-AR	High													51		56	60										
	RADT-A8	High								43	43,5	46		49	51		56	60										
8X4	RADD-BR	High								43	43,5	46		49	51		56											
	RADD-TR1	High								43	43,5	46		49	51		56											
	RADD-TR2	High								43	43,5	46		49	51		56	60	62									
	RADD-A8	High										46		49	51		56	60										
	RADDT12	X-high				37	39		41	43		46		49		52												
		High				37	39		41	43		46		49		52												
		Med				37	39		41	43		46		49		52												

SPECIFICATIONS – CHASSIS

BRAKES

Brakes

Volvo EBS (Electronically controlled Brake System) disc brakes are available with program packages Medium and High for rigids and semitrailers. ESP (Electronic Stability Program) is included in EBS High. ESP is available for semitrailers with 4x2, 6x2 and 6x4 drive and for rigids with 6x2 air-suspended RADT bogie. In this way Volvo can offer ESP on virtually all ADR applications and EMS combinations. The brake range also includes Volvo Z-cam drum brakes with ABS (Anti-lock Braking System).



EBS Program packages

FUNCTIONS	EBS MED RIGID	EBS MED TRACTOR	EBS HIGH RIGID	EBS HIGH TRACTOR
ABS – Anti Lock Braking System	o	o	o	o
Brake Blending	o	o	o	o
Brake Temperature Warning	o	o	o	o
Diagnosis via TEA	o	o	o	o
Diff Lock Control	o	o	o	o
Diff Lock Syncro	o	o	o	o
Drag Torque Control	o	o	o	o
EBS Status Control	o	o	o	o
External Brake Demand	o	o	o	o
Hill Start Aid	o	o	o	o
Lining Wear Analysis	o	o	o	o
Lining Wear Control	o	o	o	o
Lining Wear Sensing	o	o	o	o
Panic Brake Assistance	o	o	o	o
Poor Brake Performance Warning	o	o	o	o
Traction Control System	o	o	o	o
Wheel Brake Monitoring	o	o	o	o
Coupling Force Control		o		o
Trailer brake		o		o
ESP – Electronic Stability Program			o	o

ABS – Anti Lock Braking System

Anti-lock brakes

Brake Blending

The auxiliary brakes are engaged to support the wheel brakes.

Brake Temperature Warning

Warns when the brakes get too hot.

Diagnosis via TEA

(Truck Electronic Architecture) vehicle electronic system.

Diff Lock Control (DLC)

Automatic engagement of the differential lock at low speeds.

Diff Lock Syncro (DLS)

Differential lock function – the driven wheels are synchronised before activation of the differential lock.

Drag Torque Control

Controls the engine's drag torque – prevents the driven wheels from locking when the accelerator is released while driving on slippery surfaces.

EBS Status Control

EBS status monitoring via the TEA vehicle electronic system and VCADS Pro.

External Brake Demand (EBD)

External brake control via other systems.

Hill Start Aid

The brakes are only released once there is sufficient engine torque to propel the vehicle forward.

Lining Wear Analysis

Brake lining warning – calculates the remaining mileage available with the current brake linings.

Lining Wear Control (LWC)

Evens out wear between the brake linings on the various axles.

BRAKES

Lining Wear Sensing (LWS)
Sensor that indicates when about 20% of the brake lining remains.

Panic Brake Assistance
Emergency braking aid – increases brake pressure to optimise retardation and shorten the stopping distance.

Poor Brake Performance Warning
Warns if retardation is too low in relation to brake pedal pressure.

Traction Control System (TCS)
Anti-spin and synchronising – distributes the traction between the driven wheels.

Wheel Brake Monitoring
Continuously monitors brake function.

Coupling Force Control (CFC)
Automatic brake adjustment between tractor and trailer.

Trailer Brake (TB)
Makes it possible to carry out a safety check when switching trailers.

ESP (Electronic Stability Program)
The brake stability system applies the brakes individually on each wheel.

Hydraulic retarder
RET-TH: Gearbox-mounted compact retarder.

Max. braking effect with retarder (kW)*

Motor	EPG	VEB	VEB+
D13C	620	740	815
D16G	670		865

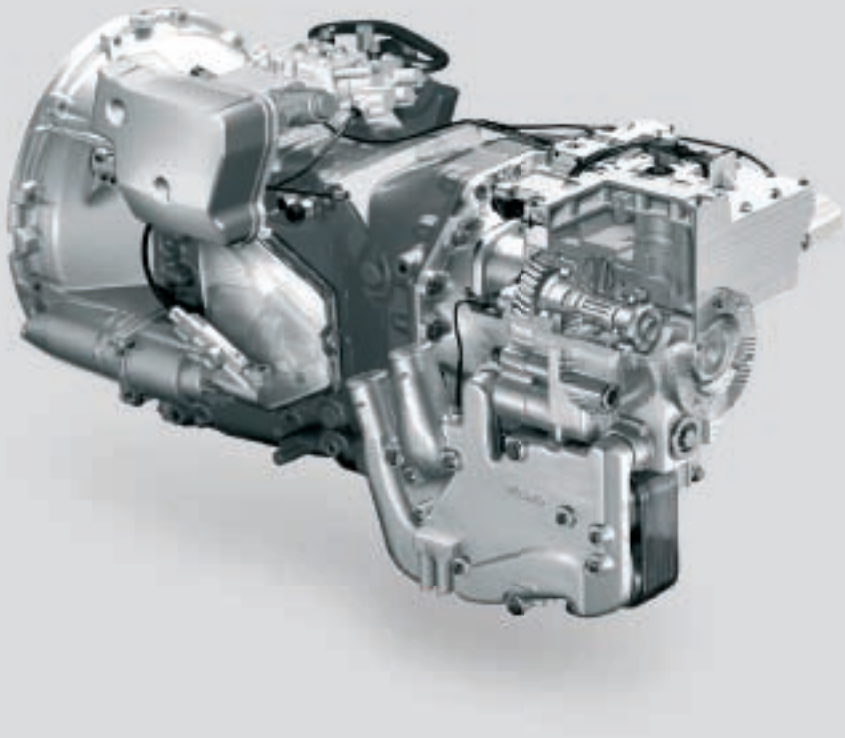
RET-TPT: Integrated primary retarder for Powertronic.

Max. braking effect with retarder (kW)*

Engine	EPG
D13C	530

*In continuous operation, effect is limited as coolant and oil temperatures rise.

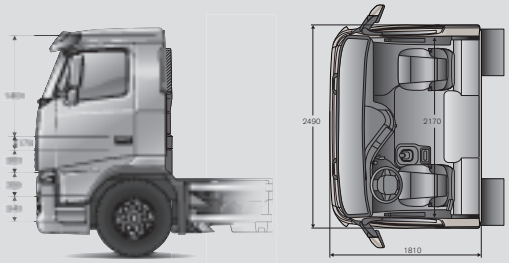
RET-TH



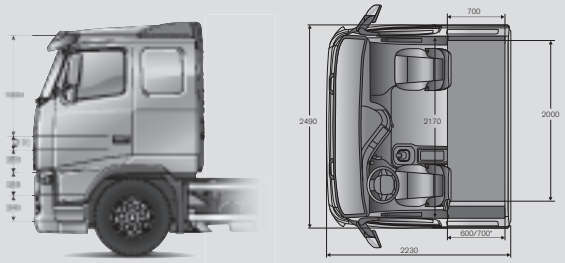
SPECIFICATIONS – CAB

CAB RANGE

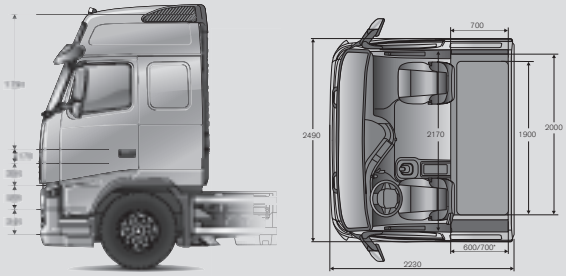
Day cab (L1EH1)



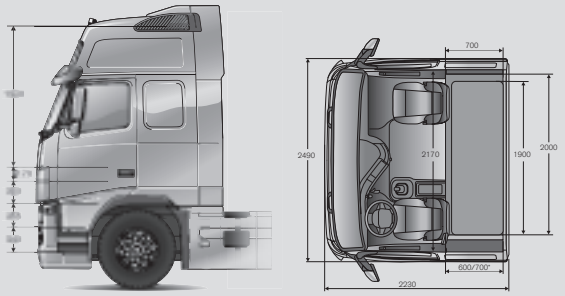
Sleeper cab (L2H1)



Globetrotter cab (L2H2)



Globetrotter XL cab (L2H3)



Day cab (L1EH1) (not FH16): Day cab with comfortable and well-designed driver's environment. Interior height 157 cm, 140 cm on the engine compartment cover.

Sleeper cab (L2H1): Sleeper cab with comfortable overnight accommodation for one or two people. Interior height 157 cm, 140 cm on the engine compartment cover.

Globetrotter cab (L2H2): Globetrotter cab with comfortable overnight accommodation for up to two people. The Globetrotter cab offers extra storage space owing in its vertical structure. Interior height 193 cm, 176 cm on the engine compartment cover.

Globetrotter XL cab (L2H3): Globetrotter XL with comfortable overnight accommodation for up to two people. The Globetrotter cab offers extra storage space owing in its added height. Interior height 210 cm, 193 cm on the engine compartment cover.

CAB

Four-point suspension: Coil springs with dampers, rear air suspension or all-round air suspension.

Airflow panels: Complete airflow package for roof and sides, spoiler and chassis side-skirts. Aerodynamically designed wheel covers.

Air intakes: Air intake positioned on the left side and available in high or low version. Front air intake available as an option (FH).

Colours: Available in about 350 variants.

Upholstery:
FH: Vinyl, textile, velour and leather.
FH16: Textile/Leather and leather.

Driver's seat: Standard/Comfort/Deluxe. The seat's total adjustment scope fore-aft is 190 mm for the FH and 200 mm for the FH16, and vertically 100 mm. The driver's seat is fitted as standard with a head restraint, adjustable and fold-down backrest, vertical and fore-aft adjustment, adjustable lumbar support and adjustable seat angle.

Passenger seat: Basic, Standard, Comfort and Deluxe. All the passenger seats are equipped as standard with head restraints. A swing-out passenger seat is available as an option.

Beds: Lower bed: Bed measuring 70x200, with 76 cm wide middle section. Mattresses: Standard with coil springs 12.5 cm. Comfort and Recline with 16 cm pocket springs. Recline with adjustable backrest. Standard upper bed dimensions 60x190 cm. Comfort upper bed dimensions 70x190 cm.

Interior storage: Front shelf with six DIN-standard recesses and two large storage compartments with roller-blind doors on the driver's and passenger's sides. Under the bed there are two pull-out drawers, 60 and 40 litres respectively. There are smaller storage compartments at the foot (10 l) and head (15 l) of the bed. Storage compartment at the foot of the bed for a PET bottle.

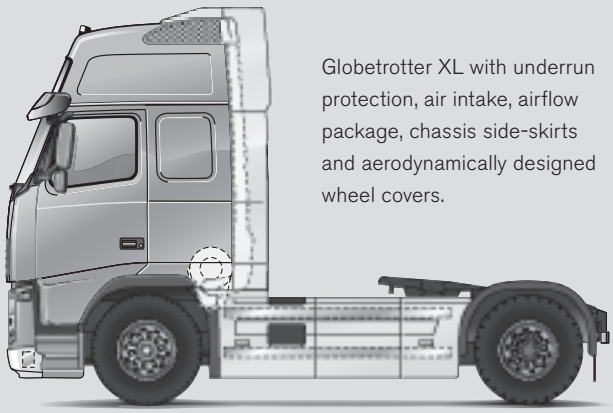
Exterior storage: On both sides there are large storage compartments that can be opened from either the outside or the inside.

Foldable table: With tabletop measuring 25 x 40 cm which can take a load of 10 kg, available as an option.

Steering wheel: Steering wheel in two different sizes – 450 mm or 500 mm in diameter. The steering wheel's height can be adjusted by up to 90 mm and the angle can be adjusted by 28 degrees.

Climate system
There is a choice of three alternative climate systems to cover all needs:
Fan ventilation with conventional coolant heater.
Air conditioning with manual control.
Air conditioning with automatic temperature control.

Accessories
Fetch our accessories catalogue from your Volvo dealer or visit our website www.volvotrucks.com



Globetrotter XL with underrun protection, air intake, airflow package, chassis side-skirts and aerodynamically designed wheel covers.

Cab height above the ground

	HEIGHT MM (L1EH1) / DRIVE	CHASSIS HEIGHT	SUSPENSION	TYRES
TRACTOR	3160/4x2	High	Leaf/Air	315/80-R22.5
	3090/4x2	Med	Leaf/Air	315/70-R22.5
	2960/4x2	Low	Air/Air	315/60-R22.5
	2945/4x2	X-low	Air/Air	295/60-R22.5
	3090/6x2	Med	Leaf/Air	315/70-R22.5

	HEIGHT MM (L1EH1) / DRIVE	CHASSIS HEIGHT	SUSPENSION	TYRES
RIGID	3155/6x2	High	Air/Air	315/80-R22.5
	3070/6x2	Med	Air/Air	315/70-R22.5
	2990/6x2	Low	Air/Air	315/70-R22.5
	3180/6x2	High	Leaf/Leaf	315/80-R22.5
	3200/6x4	High	Leaf/Leaf	315/80-R22.5
	3220/8x4	High	Leaf/Leaf	315/80-R22.5

SPECIFICATIONS – CAB

PACKAGES

Driving	DRIVING	DRIVING+
Electronic climate control	o	o
Roof hatch	o	o
Sunvisor smoke colour	o	o
Armrests both seats	o	o
Heated and electrical mirrors	o	o
Remote locking both doors	o	o
Centre front drawer		o
High level instrumentation		o
Leather armrests		o
Leather steering wheel		o

Airflow	
Roof airflow panel	o
Side airflow panel (short/long)	o
Chassis side-skirts	o
Side underrun protection	o

Office / Dinette	
Control panel beside bed	o
Lockable security box	o
Cab heater	o
Bed for one person L2H1 cab	o
Bed for one person L2H2 cab	o
Beds for two persons L2H2 cab	o
Beds for two persons L2H3 cab	o
Mirror in the sun visor	o
Beds for two and Office package L2H2 cab	o
Beds for two and Office package L2H3 cab	o

Personal Protection	
Alarm	o
Safe below bed	o
Parking safe light	o
Airbag	o
Seat belt pretensioner	o

Visibility	VISIBILITY	VISIBILITY+
Head lamp cleaning	o	o
Static cornering lights	o	o
Rain sensor	o	o
Bi-Xenon		o

Preventive Safety – Tractor	PREVENTIVE SAFETY	PREVENTIVE SAFETY+
EBS High with ESP	o	o
Lane Keeping Support	o	o
Driver Alert Support	o	o
Lane Changing Support	o	o
Adaptive Cruise Control		o

Preventive Safety – Rigid	PREVENTIVE SAFETY	PREVENTIVE SAFETY+
EBS Medium	o	o
Lane Keeping Support	o	o
Driver Alert Support	o	o
Lane Changing Support	o	o
Adaptive Cruise Control		o

Resting – Sleeper cab	1 BED	1 BED+
Recline bunk	o	o
Bottle holder on bed bar	o	o
Cab heater*	o	o
Sleeper control panel	o	o
Night light	o	o
Flexible reading lamps	o	o
Table		o
Swivel passenger seat		o
27 l fridge		o

*PH-ENGCA for Nordic

PACKAGES

Resting – Globetrotter cabs	1 BED	1 BED*	2 BEDS	2 BEDS*
Recline bunk	o	o	o	o
Upper rear storage	o	o	o	o
Bottle holder on bed bar	o	o	o	o
Cab heater*	o	o	o	o
Sleeper control panel	o	o	o	o
Light control module	o	o	o	o
Flexible reading lamps	o	o	o	o
Table		o		o
Swivel passenger seat		o		o
27 l fridge		o		o

*PH-ENGCA for Nordic

Audio	AUDIO BASIC	AUDIO MEDIUM	AUDIO ADVANCED	AUDIO POWER
Playing				
Audio CD	o	o	o	o
CD-R/CD-RW		o	o	o
MP3/WMA/WAV		o	o	o
Speed-dependant volume control		o	o	o
Extended mute functions	o	o	o	o
Radio				
FM/AM antenna	o	o	o	o
FM stations	12	18	18	18
AM stations	6	6	6	6
RDS	o	o	o	o
Connections and interfaces				
Low-level input, 4 channels	o	o	o	o
3,5 mm stereo line input			o	o
USB connection			o	o
iPod interface			o	o
Bluetooth			o	o
Wireless remote control			o	o
Loudspeakers				
Number of loudspeakers	6	8*	8*	8*
Output	4x20W	4x35W	4x35W	8x50W

*6 loudspeakers in day cab.

APPLICATIONS

The Volvo FH is powerful and comfortable both as a tractor and a rigid. The wide range of components in the driveline, chassis and cab offer you immense scope for individually tailoring your truck.

Here are a few examples of profitable specifications. Note that specifications may vary between different markets. Please contact your Volvo dealer who will be happy to show you other profitable examples.

Volvo FH 4x2 tractor with rear air suspension	
Engine:	D13C500
Gearbox:	I-Shift
Rear axle:	RSS1344C
Suspension/Bogie:	RAD-A4
Cab:	Globetrotter XL

Volvo FH 6x2 rigid with all-round air suspension	
Engine:	D13C540
Gearbox:	I-Shift
Rear axle:	RS1356SV
Suspension/Bogie:	RADT-A8
Cab:	Globetrotter

Volvo FH16 8x4 heavy haulage tractor	
Engine:	D16G700
Gearbox:	I-Shift
Rear axle:	RT2610HV
Suspension/Bogie:	RADD-A8
Cab:	Globetrotter

Some of the equipment shown or mentioned in this brochure may only be available as options or accessories and may vary from one country to another in accordance with local legislation. Your Volvo dealer will be happy to provide you with more detailed information. Colours may vary somewhat owing to the limitations of the printing process. We reserve the right to alter product specifications without prior notification.

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